

Deployment of alternative fuels infrastructure

2013/0012(COD) - 22/10/2014 - Final act

PURPOSE: to promote a broad market development of alternative fuels by building up minimum infrastructure for alternative fuels across the EU.

LEGISLATIVE ACT: Directive 2014/94/EU of the European Parliament and of the Council on the deployment of alternative fuels infrastructure.

CONTENT: this Directive establishes a **common framework of measures for the deployment of alternative fuels infrastructure** in the Union in order to minimise dependence on oil and to mitigate the environmental impact of transport.

This Directive sets out:

- **minimum requirements for the building-up of alternative fuels infrastructure**, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen, to be implemented by means of Member States' national policy frameworks;
- **common technical specifications** for such recharging and refuelling points, and user information requirements.

National policy frameworks: under this Directive, each Member State shall adopt a national policy framework for the deployment of the relevant infrastructure and shall send it to the Commission **by 18 November 2016**. These national policy frameworks will set out the country's national targets for putting in place new recharge and refuelling points for the different types of "clean fuel", such as electricity, hydrogen and natural gas, as well as relevant **supporting actions**.

The Commission will assist Member States in ensuring the **coordination and coherence** of these measures.

Deadlines for putting in place the infrastructure: these range from **2020 to 2030**, depending in particular on the type of fuel, vehicle and deployment area.

The Directive stipulates that Member States:

- **by the end of 2020**, enough recharge and refuelling points should be installed so that **electric cars and cars using compressed natural gas (CNG)** can circulate at least in cities and suburban areas;
- shall ensure that an appropriate number of refuelling points for LNG are put in place at **maritime ports** (by 31 December 2025) and in their inland ports (by 31 December 2030) to enable LNG inland waterway vessels or seagoing ships to circulate throughout the TEN-T Core Network;
- shall ensure that, **by 31 December 2025, an appropriate number of refuelling points for LNG accessible to the public** are put in place, at least along the existing TEN-T Core Network, in order to ensure that **LNG heavy-duty motor vehicles** can circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits. As an indication, the necessary average distance between refuelling points should be approximately **400 km**;
- shall ensure that an **appropriate number of LNG and CNG refuelling points accessible to the public should be put in place by 31 December 2025**, at least along the TEN-T Core Network

existing at that date and, after that date, on the other parts of the TEN-T Core Network where these are made accessible to vehicles. As an indication, the necessary average distance between refuelling points should be approximately **150 km**.

As regards **electricity supply for transport**, Member States shall ensure that prices charged by the operators of recharging points accessible to the public are reasonable, easily and clearly comparable, transparent and non-discriminatory.

Technical standards: common technical standards are to be applied, making all new recharge and refuelling points interoperable.

User information: Member States shall ensure that **relevant, consistent and clear information** is made available as regards those motor vehicles which can be regularly fuelled with individual fuels placed on the market, or recharged by recharging points. Such information shall be made available in motor vehicle manuals, at refuelling and recharging points, on motor vehicles and in motor vehicle dealerships in their territory.

Financing new measures: it should be possible for Member States to implement this Directive by making use of a **wide range of regulatory and non-regulatory incentives and measures**, in close cooperation with **private sector actors**, who should play a key role in supporting the development of alternative fuels infrastructure. In addition, relevant actions are eligible for EU funding from the [Connecting Europe Facility](#) and [Horizon 2020](#).

Reporting and review: each Member State shall submit to the Commission a report on the implementation of its national policy framework by 18 November 2019, and every three years thereafter. **By 31 December 2020**, the Commission shall review the implementation of this Directive, and, as appropriate, submit a proposal to amend it by laying down new common technical specifications for alternative fuels infrastructure.

ENTRY INTO FORCE: 17.11.2014.

TRANSPOSITION: 18.11.2016.

DELEGATED ACTS: the Commission should be empowered to adopt delegated acts in order to ensure adaptation of the provisions of this Directive to market developments and technical progress. The power to adopt acts should be delegated to the Commission for a **period of five years (renewable) from 17 November 2014**. The European Parliament or the Council may object to a delegated act within a period of two months from the date of notification (this period may be extended by three months). If the European Parliament or the Council objects, the delegated act shall not enter into force.